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BRITISH TO
THE BACKBONE

[4023]

No. 17,876.

號六十七百八千七萬一第

日七十月七年卯乙

HONGKONG, FRIDAY, AUGUST 27TH, 1915.

五拜禮

號七十二月八年四國民華中

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Aug. 28th.—Europe via Siberia, at 4 p.m., per s.s. SATUNTA.

Aug. 31st.—Philippine Islands, Japan via Nagasaki, Honolulu, United States, South America and Canada via San Francisco and United Kingdom via Canada, at 11 a.m., per s.s. CHINA.

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Hongkong, 9th December, 1914.

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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 " to 10.00 " " " " " " "

10.00 " to 11.00 " " " " " " "

11.30 " to 12.45 p.m. " " " " " " "

12.45 p.m. to 1.15 " " " " " " "

1.15 " to 1.45 " " " " " " "

1.45 " to 2.15 " " " " " " "

2.15 " to 2.45 " " " " " " "

2.45 " to 3.00 " " " " " " "

3.00 " to 8.10 " " " " " " "

NIGHT CARS.

8.40 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.

Every Half-Hour.

1.00 p.m. to 11.45 p.m.

Every Quarter-Hour.

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7.45 a.m. to 10.30 a.m. Every 15 minutes.

10.30 " to 11.00 " " " " " " "

11.30 " to 12.00 noon " " " " " " "

12.30 noon to 1.00 p.m. " " " " " " "

1.30 p.m. to 5.00 " " " " " " "

5.00 " to 6.00 " " " " " " "

6.00 " to 7.00 " " " " " " "

7.00 " to 8.10 " " " " " " "

NIGHT CARS on Week Days.

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[31-5]

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[728]

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Hongkong, 10th August, 1915.

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BRITISH NORTH BORNEO CO.

EFFECTS OF THE WAR.

CONFIDENCE IN THE FUTURE.

The 65th half-yearly meeting of the British North Borneo Company was held on July 29th at River Plate House, Finsbury-circus, London, the Rt. Hon. Sir West Ridgeway, G.C.B., G.C.M.G., K.C.S.I., the chairman presiding.

The Secretary (Mr. Harrington G. Forbes) having read the notice calling the meeting.

The Chairman expressed great regret at the death of Mr. J. A. Maitland, who had been a member of the court for 24 years, and who was especially helpful to his colleagues in matters connected with finance. They had been fortunate in securing the service of Mr. Bromley-Martin, the managing director of Martin's Bank, to fill the vacancy. In the course of his subsequent remarks the chairman said:—The conditions under which we meet to-day are very different from those which prevailed on July 14 last year. The shadow of the terrible war being waged has descended upon North Borneo, and, as in all other parts of the Empire, indeed of the world, progress and prosperity have been checked. I say, for, although we have not made the advance we anticipated, still we have not gone back.

THE REVENUE MAINTAINED.

Year by year you have been taught to expect a large increase in your revenue, and for the last six years the annual increase has averaged £17,800. In 1913 the increase over the preceding year was nearly £34,000, and we were confident that the year 1914 would furnish a surplus largely exceeding any which had been earned before. The forecast would no doubt, have been justified if it had not been for this war, which is devastating the world and threatening the East with convulsion. On the outbreak of hostilities communication was at once cut off between Borneo, Singapore, and Hongkong, for you may not remember that the service between Singapore and Borneo was entirely, and between Borneo and Hongkong mainly, performed by a German company. Originally it was in the hands of an English company, but they sold it to the North-German Lloyd without our having a voice in the matter. Consequently on this rupture of communication trade suffered cruelly, and there was great danger of famine, especially among the 30,000 to 40,000 Chinese on the estate operating in the country who were dependent on imported rice, thereby emphasizing the wisdom of our efforts to increase the cultivation of paddy. Fortunately, the government of the territory was in the hands of a wise and firm administrator (Governor Parry), and he dealt promptly and effectively with the dangerous situation which had thus been created. These prompt steps relieved the intense anxiety from which we suffered at that time. Nevertheless, our revenue began to fall, especially the revenue derived from Customs and railways. Exports and imports were also less in value than in 1913 by £212,600. Consequently all hopes of an increased surplus were destroyed. Indeed, we had reason to fear that there would be no surplus at all. Therefore, considering these adverse circumstances, we ought to be well satisfied that the territory yielded almost the same revenue for 1914 as it did in 1913—that is to say, £34,000 more than in 1912. Could you have any more convincing evidence of the staying power of the territory which you govern by virtue of your Royal Charter?

THE CHAIRMAN'S VISIT TO THE TERRITORY. It was at this time that, with the concurrence of my colleagues, I decided to visit the territory. I arrived there at the end of February, and found that under Mr. Parry's wise administration things had in a great measure righted themselves as regards steamship communication with Singapore and a partial revival of trade. But other troubles beset us. There was a severe drought, which injured agriculture and our rubber and tobacco industries, and at one time threatened severe scarcity of food among the native population. Internal disturbances also broke out. Occurrences such as these, rare as they have become in recent years, show you the risks which have to be encountered, the responsibilities to be discharged, and the spirit of courage and resource which prevails in the excellent Civil Service of your territory; it compares favourably with any other service—Colonial or other—with which I am acquainted. Naturally our industries suffered by the war; for instance, tobacco and coal. Other industries which have suffered severely as a result of the war are rubber, jungle rubber, damar resin, and hemp.

When you consider all these adverse conditions, I think you will agree that we have done well to maintain our revenue, and are justified in anticipating the future with confidence. Moreover, the history of the year is not entirely one of stagnation and retrogression. There has been considerable progress under various heads of the administration. Development has progressed, and all the great works in our programme, including the relaying of 40 out of 57 miles of railway and the building of the Paper Bridge—completed. During my recent visit to the territory I was much struck by the improved appearance of Jesselton which has, in the short space of a few years, been transformed from a mere out-station to a thriving and prosperous commercial port.

EXPENDITURE ON DEVELOPMENT.

The net proceeds of the two Debenture issues of 1912 and 1914 were £268,750. Of this amount £239,247 has been expended. The principal heads of this expenditure are the reconstruction of the railway, £221,274; public works, including the development programme for Jesselton, wireless telegraphy, immigration, etc., £203,053; and the advances to companies, including guaranteed interest, £224,916, the whole of which is recoverable. The advances have been made chiefly to rubber estates, and rubber has flourished in a very satisfactory way. Borneo rubber is of the best quality, and invariably commands almost if not the highest prices in the market. On this

industry much of the future prosperity of the company depends, and upon it we have staked much, but I am confident as to the issue. The exports of copra and coconuts show a gratifying increase. The rubber industry also shows lively signs of revival. Exports have increased, but of course nothing like as much as we had hoped. Land settlement is progressing, and the revenue from that source is increasing, and before long will become a substantial item in our revenue returns. One of the chief sources of prosperity in the future, as I have before told you, is our forests. I look to the export of timber and coconut produce as industries which will be a rich source of revenue in the future. During the year an important progress was made in road construction. The search for oil in the territory is still being vigorously conducted.

THE FINANCIAL POSITION.

The accounts show you that the receipts of the year exceed the expenditure by £108,119, against a surplus of £109,800 in 1913. Accordingly, including the carry-over of last year, there is a credit balance of £133,563 16s. 8d., and, after deducting the interest on the Debentures, depreciation, and other charges which should be debited against the revenue, there remains a balance of £70,316 10s. 10d. Out of this balance we recommend a dividend of 2½ per cent., which amounts to £24,104. This dividend we have earned during the year under review, and we do not propose to encroach either on our carry-over or on our reserve fund for the purpose of dividend.

Our investments at the end of December amounted to £517,657, which consisted of £101,000 Consols, £80,000 Colonial stocks, £122,108 Treasury (Foreign) Bills, and £153,326 subsidiary rubber and other shares. These, together with the advances to companies, amounted at December 31st to a grand total of £1,025,414. Since that date some of the Treasury Bills have been liquidated, but, on the other hand, further advances have been made, so that the total sum mentioned remains practically the same, though somewhat differently distributed. In addition to our investments, at the end of December last there were advances to subsidiary companies in London of £181,338 and in Borneo of £100,897, making together £282,235. Moreover, at the same date there were advances to companies in respect of guaranteed interest of a total sum of £225,522. The grand total of the investments in and advances to subsidiary companies at December 31st was therefore no less than £1,061,083. Since January 1st this year we have agreed to make further advances to the subsidiary companies of £91,893, in addition to which we have advanced as guaranteed interest a further sum of £17,733. Our liability in respect of guaranteed interest entirely ceases in May next. By that date our total advances for guaranteed interest will amount to £268,973. In view, therefore, of the impossibility of disposing of our gilded securities, and of the absolute necessity for financing the subsidiary companies, besides raising a sum large enough to enable us to effect the conversion of our Consols, we are compelled to defer the distribution of the dividend, but I hope not for long. I cannot fix any precise date, for all depends on the condition of the market, and whether we can dispose of securities, and especially War stock, without much loss.

IMPORTANCE OF THE SUBSIDIARY COMPANIES.

The subsidiary companies supply the life blood of the Chartered Company. If they did not exist there would be stagnation, and worse than stagnation—retrogression. To the subsidiary companies we owe the prosperity we have attained, which has supplied us with a means, not only of paying dividends, but of discharging our responsibilities as a governing body. Having quoted figures showing the substantial results, directly and indirectly, due to the operation of the subsidiary companies on the revenue and general prosperity of the country, he continued:—Another advantage which the territory owes to the subsidiary companies is the increase in cargo and passenger business which enables a weekly service with Singapore. In short, it is almost impossible to over-estimate the value of the planting companies to the British North Borneo or to realize what the backward condition of this company and its finances would have been if it had not been for their establishment in the territory. We can only help those estates where the security for our advances is adequate, showing preference to those whose shareholders prove that they have confidence in the estate and are willing to co-operate with the court in relieving their company from its difficulties. There is, however, a limit to our ability to make these advances, and that limit has been almost if not quite reached. He concluded by moving the adoption of the report and accounts.

The Vice-Chairman (Mr. Edward Dent) seconded the motion. The Chairman, in reply to questions, stated that the company owed nothing and had £60,000 to their credit at the bank. At every meeting of the company there were advocates of stagnation and advocates of progress, but in 1906 it was decided to adopt a policy of progress. If that policy had not been adopted, their wretched dividends of 1 per cent. or 2 per cent. would have dwindled away, and, more than that, they would have lost their Charter.

The motion was then adopted, and resolutions were also passed declaring a dividend of 2½ per cent., its distribution being postponed for the present, and selecting the retiring directors and auditors.

The proceedings terminated with a vote of thanks to the chairman and the directors.

GERMAN SECRET WIRELESS IN LISBON.

Three wireless installations, fully equipped with Morse apparatus, have been found in different parts of Lisbon. They are attributed to the ramifications of German espionage. On wireless station was discovered on the fourth floor of a house in the town. The arrests were made of persons who confessed to having erected three other stations in different localities of Lisbon. They were apprehended by order of the Government. Further information goes to show that the Germans are at the bottom of the matter.

BRITISH ENGINEERING IN CHINA.

The Times Engineering Supplement of July 30th says:—

An association has been registered as a private company under the title of the Anglo-Chinese Engineers' Association, with the object of providing a non-competitive group of British manufacturing engineers with a sales organization in China more effective than any existing organization to bring orders to Britain at the time of the reaction which must follow the war, to safeguard British engineering firms from the aggressive methods and State-aided pressure exercised by their competitors in those regions, and to protect their markets against the fast-closing door in China. The promoters consider that no official form of representation can achieve any great success in China, for the reason that Britain, as a nation, has no highly specialized official commercial services as the other Powers have, and the British Government does not extend to its national trading abroad that aid which other Governments do to theirs; and in view of the fact that the Chinese must be satisfied to their ideas and most convenient for delivery, any organization which has no competent engineers and surveyors on the spot and a "godown" stock of all small engineering requirements at the ports can do nothing more for British engineers than write reports, which will not bring orders. It is proposed to have a head office at Peking and to establish branches at such points as Canton, Shanghai, Hankow, where stocks of materials suitable for local use would be kept on sale. To begin with, these stocks would be shipped by the manufacturers on consignment and would remain their property until disposed of; but the scheme provides for the accumulation of a trading reserve fund, by which the association would be enabled to pay cash for all stocks, thus ceasing to trade as a guarantee firm and becoming an independent merchant company. Mr. Arthur J. Moore-Bennett is the managing director.

THE DUTY OF BRITONS.

APPEAL BY SIR EVERARD FRASER.

Sir Everard Fraser, K.C.M.G., British Consul-General, makes a telling appeal to Britons in an introduction which he has written to a pamphlet just issued from the N.C. Daily News office—"The Church's Call to the Nation," a sermon preached by Rev. W. H. Price, in Holy Trinity Cathedral on the occasion of the departure of the last Shanghai Contingent.

Sir Everard Fraser says:—This address is published at my request because I believe that its plain speaking, however incongruous with our accustomed attitude of self-complacency, will be welcomed by very many of my fellow-Britons, both those who had, and those who had not, the privilege of listening to Mr. Price on the solemn occasion when fifty of our men were leaving to dedicate themselves to our country's cause.

If we examine soberly the ultimate ground for our common admiration of the man who volunteers for war service, we shall find it based on our recognition of their giving up their positions and their comforts, and risking life itself for a high ideal. When we have realised this, surely those of us who have sound reason of age, infirmity or paramount duty, for staying on in China, cannot rest satisfied unless we likewise give up what we can for the same ideal, and so provide the full equivalent in our case for the splendid devotion of those who have gone to the front, and in some instances have already laid down their lives in our cause.

He who pays grudgingly but a trifling amount towards the cause we all profess to honour, must rate very lowly the sacrifice of his fellows, and condemn his own worth as a citizen of our Empire. There is a temptation arising out of the weary length of the present struggle, and its remoteness from our lives out here, to be content with what has been done—the money subscribed to various funds, and the provision of passages for several contingents; but to yield to that temptation is to be a Shanghaiander first and a British patriot afterwards, to place self-indulgence before the discipline of self-denial, through which alone is attained the self-control that makes the gentleman.

"Life as usual" is no motto for a true man in these days; and the white feather is the proper badge of the skinker who will not deny himself even his habitual superfluities of luxury in order to help our country's need.

How shall we Britons of Shanghai, when peace returns, endure the inevitable question: What part did ye play in the War? If the answer must be that a considerable part of British Shanghai "cared for none of these things," honour and self-sacrifice, patriotism and self-discipline?

FRENCH WOMEN AVIATORS

APPEAL TO SERVE.

Mme. Martha Richer, secretary of the Patriotic Union of Frenchwomen Aviators, writes in the newspapers asking that women aviators should be employed. "We are able," she writes, "to accomplish all the tasks entrusted to us. We offer our services gratuitously to France or to any of the Allied nations who employ us. When we flew for sport we risked our lives, and the sacrifice which we are offering to make now does not, therefore, come into account. If the authorities do not wish to make use of our services near the enemy, we could replace good pilots engaged in keeping guard over towns, and let them go to the front."

AMERICAN REGISTRY FOR ELEVEN SHIPS.

ALLEGED GERMAN "DEAL."

Cabling on July 20th the Times Washington correspondent said:—The question of the transfer of ships in which German capital is interested to American registry is again likely to arise. According to the Associated Press, the Government has decided to allow American registry to 11 vessels acquired by the American Transatlantic Company of New York, of which the head is a certain Mr. Richard G. Wagner.

The vessels were ostensibly transferred from the Danish flag, but it seems as if in reality German vessels were collected by a Dutchman with money supplied by a German capitalist from various ports in Europe, where they had been since the war started. This Dutchman is believed to be a man already convicted in Denmark of violating Danish neutrality by trading with Germany. Mr. Wagner is believed to be a rather active German sympathizer, though of American citizenship.

The value of the ships is represented as about £40,000, and Mr. Wagner's company is capitalized at £50,000. The Associated Press says that Mr. Wagner was wanted by the Commissioner of Navigation that the ships would probably be seized if they entered upon European trade, but that the State Department has sanctioned the transfer. It is this, it is presumed, is because the vessels were technically Danish. Nevertheless, it is expected here that the Allies may have something to say in the matter.

In a footnote to the cable the Times said:—Reference to these ships was made in these columns on July 6, when it was pointed out that if registration in the United States were refused and the ships proceeded to sea they would be pirates. An agent of neutral nationality had bought a number of steamers, but on account of the belief that he was acting on behalf of the German shipowner Hugo Stinnes difficulties are known to have arisen in working them. The idea is then believed to have suggested itself of transferring ships to Wagner and registering them in the United States.

HONGKONG POLICE RESERVE.

PARADES (CENTRAL POLICE STATION—6 P.M.)

Friday, August 27th—1st and 2nd Chinese Platoons, under own Commanders. Also all Recruits of Chinese Co., under Sergeant-Major. Band Recruits under Crown-Sergeant C. M. S. Alves.
Monday, August 30th—1st British Platoon and 1st and 2nd Portuguese Platoons, under own Commanders.
Tuesday, August 31st—Indian Platoon under Chief Inspector. Indian Recruits under Sergeant-Major.
Wednesday, Sept. 1st—3rd and 4th Chinese Platoons under own Commanders. All Recruits of Chinese Co., under Chief Inspector.
Thursday, Sept. 2nd—3rd and 4th Portuguese Platoons under own Commanders. Details from Portuguese Co., under Crown-Sergeant C. M. S. Alves.

AMBUSCADE PLATOONS. The following having joined for this purpose, are posted to the above Platoon:—Edward Ho Tung, Chou Man Chan, Chau Yim Shung, Chan Pak Hong, Wei Yuen Tat, Li Wing, Tin Yuk On, and Leung Tong.

JOINED. The following have joined:—Chan Kwai, Mok Sin Po, Chan Yuk Shi, Lam Kwok Tsui, and Mahomed Noor Anwar.

UNIFORM REGULATIONS. Peak Caps may now be worn by all ranks.

SPECIAL SERVICE STAFF. Members willing to train for Special Service should apply in writing to the D.S.I. Applicants should have some practical knowledge of either or any of the following and kindred matters:—Sketching, Photography, Languages, Shortland, First Aid, Plan-making, Elementary Electricity and Chemistry, Motor-car and Motor-boat driving, Jiu-Jitsu, etc., etc.

PATROL INSTRUCTION. The following are warned to report at the Charge-Room, Central Police Station, as under. Uniform, with Caps (Belts, Truncheons, etc.) will be issued at the Charge-Room. Men warned for patrol are responsible for forthwith getting belt hooks fixed to their jackets. Same may be procured from Noordin.

Monday, August 30th:—5.50 p.m.—Sergeant Lammert, R. D. Wilks, F. Hobbs, Goodwin, and Ramsay. 8.50 p.m.—Ireson, Robertson, Fothergill, Packham, and Hooper. Instruction in Water Police Patrol will be arranged later.

F. C. JERKIN, D.S.P. (Reserve).

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

EXTENSION TO LEAVE. Lieut. Wall's leave of absence is extended to 30.9.15.

RESIGNATIONS. Pte. T. Fuller is permitted to resign, on leaving the Colony, dated 25.8.15. Pte. A. Garcia is permitted to resign, on leaving the Colony, dated 25.8.15. Pte. F. M. Johnson is permitted to resign, on leaving the Colony, dated 25.8.15.

WEEKLY REPORTS. The weekly state is required at the Orderly Room not later than 5 p.m. to-day, 27th inst.

PARADES. Parades for Friday, 27th inst.—Nil.

DETAILS. Gun Club Hill, Kowloon:—On duty until morning of 31st inst.—H. K. V. R. Detention Camp, Kowloon:—On duty until morning of 31st inst.—H. K. V. R.

G. E. STEWART, Captain, Adjutant, H.K.V. Corps.

MIKE'S SPADE.

At an officers' mess there was great laughter at the story of one of our men, who had spent his last shilling in defending an attack. "Hand me down your spade, Mike," he said, and as six Germans came one by one round the end of a traverse, he split each man's skull open with a deadly blow. "Splendid fellow!" said a military chaplain, laughing very heartily. "That man ought to have the Victoria Cross."

CHINESE ON THE PEAK.

August 26th.

The most important point in the whole matter, however, in my opinion, is this. The permission to the servants to have the families living with them constitutes precedent the ultimate results of which should do well to consider seriously. Chinese servants are the last in the world to abandon lightly a privilege once conceded, and it does not require the man of a prophet to foresee a time when every servant will demand provision for his family also, and we shall be powerless in the face of "old custom."

Yours, etc.,

Jupiter has seven satellites, four of which can be easily seen with a small telescope; three only can be observed on most occasions, as one of them is usually in course of occultation.

The Bill introduced by the President of the Board of Trade (Mr. Walter Runciman) last month to reduce the price of coal prohibits the sale of coal at the pit's mouth for more than 4s. above the price prevailing on the corresponding date for the year ending June, 1914. The penalty is £100 sterling or a fine not exceeding treble the amount by which the sum payable exceeds the maximum legally fixed. The Board of Trade will decide questions regarding corresponding prices. The Bill does not apply to exported or ship's coal.

Eventually, after a large number of prominent residents had been victimized, the thief was caught whilst running away from the house of Mr. E. A. M. William Barker Road. He was committed to prison, and while awaiting the Session escaped from gaol in a remarkable manner. With some tool he managed to pick his hole through the wall of his cell, which was two feet thick, and succeeded in getting out near about the time when the prison guard was changed. After several days' liberty, he was re-arrested at Macao. When he again appeared in the Hongkong Magistracy, he was handcuffed, and he had an escort of one European and four Chinese policemen. At the Sessions he pleaded guilty to several charges of burglary, and was sentenced to ten years' imprisonment.

Relief Fund:—	
T. T. from Chinese Chamber of Commerce, Ipoh.	\$ 3,396.55
Kwong Fook District of Kong San, Perak	503.55
Sang Wo Iron Factory, Kuala Lumpur	39.20
Tung Foo Company	30.00
Hoy Wo Company of Luichew	25.00
Tat Foo Company of Pakhoi	20.00
Tat Hin Co. of Heihow	20.00
1 subscriber of \$10, 4 of \$5 each and 1 of \$3	39.00
10 subscriber of \$2 each and 1 of \$1	21.00
Already acknowledged	\$492.629
Total	\$490.547

The correspondent sends a paper which gives a number of illustrations of the damage done to German property at Port Elizabeth in the anti-German riots which occurred there towards the end of May.

as, separate share certificates
case be issued by the company

That is how our peasants

WINE, SPIRIT & CIGAR MERCHANTS.



Hongkong, 12th August, 1915.

100

any without a word.
"That is how our peasants die."

Telegraphic Address:—"TAIKOO DOCK"

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN on behalf of Mr. A. G. SMITH Chief Officer of the S.S. "CHUNGKANG," that he will not be responsible for any debts incurred by his wife. GEO. K. HALL BRUTTON, Solicitor for Mr. A. G. SMITH. Hongkong, 25th August, 1915. [897]

WANTED.

DOCTOR for trip to Swatow and Singapore. For further particulars please apply to—Messrs. BUTTERFIELD & SWIRE. Hongkong, 25th August, 1915. [893]

WANTED.

JAPANESE, 31 years of age, Married, Seeks position as General Work Assistant or Bookkeeper. Experience on Accounting Staff of Bank and as Clerk of Shipyard. Full investigation courted. Salary to be settled after trial. Write—O. SAKAI, No. 11, D'Almeida Street. Hongkong, 18th August, 1915. [871]

FOR SALE.

TYPEWRITER, Yost Visible, for sale cheap. Nearly new, and in perfect condition; seen any time. GRANT & Co., 6, Des Voeux Road Central. Hongkong, 26th August, 1915. [898]

FOR SALE.

PACIFIC MAIL S.S. Co.'s GODOWNS, Nos. 1 and 2, connected by covered alleyway—located on Section B Marine Lot No. 243, Kennedy Town, Crown Rent \$100.00 per annum, together with permanent STEEL PIER opposite Godowns, and upon which the Crown Rent is \$300.00 per annum. STEAM LAUNCH "AMERICA" in first class condition, having been stripped and thoroughly overhauled in 1914. 2 BUOYS WITH THEIR MOORINGS, both in first class condition, having been recently thoroughly overhauled and relaid with new mooring chains. For further information apply to—R. C. MORTON, Agent. Hongkong, 24th August, 1915. [888]

GIVE YOUR RAZOR A NEW LEASE OF LIFE.

Remember we do all kinds of grinding and edge making. We sharpen Clippers, Shears, Scissors, per Pocket Knives, Surgical Instruments, etc. WE SHARPEN EVERYTHING. CAMPBELL, MOORE & Co., LTD. Hongkong, 22nd July, 1915. [887]

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

[892]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes. SMOKELESS POWDER and CHILLET SHOT. From No. 10 to 888G. at \$5, \$7 and \$7.50 per 100. SPORTING REQUISITES and ALL GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915.

[509]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock. Developing, Printing and Enlarging. Canton Marbles in Various Shades. TELEPHONE 1219. Hongkong, 4th February, 1915. [516]

香港中外新報

CHUNG NGOI SAN PO (Chinese Daily Press).

PUBLISHED DAILY

is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China—Indo-China etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, or 131, Fleet Street, London or from the Agent Agents.

Documents translated from or into Chinese or Colloquial Chinese.

PUBLIC COMPANY

HONGKONG HOTEL CO., LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the Company's Hotel TO-MORROW (SATURDAY), the 28th August, 1915, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1915, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting. The TRANSFER BOOKS of the Company will be CLOSED from 21st to 28th August, 1915, both days inclusive. By Order of the Board, J. H. TAGGART, Acting Secretary. Hongkong, 16th August, 1915. [869]

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT of POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily. Hongkong, 10th July, 1915. [738]

DRINK

ALLSOPP'S

BRITISH PILSENER

BEER.

SOLE AGENTS:

CALDBECK,

MACGREGOR & Co.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

HOUSES TO LET.

TO LET.

HOUSES in "TORRES BUILDINGS," Kowloon. Cheap rental. Apply to—SPANISH DOMINICAN PROCUATION. Hongkong, 28th August, 1915. [891]

TO LET.

THE Premises No. 88, SHAMEEN, B.C., Canton, comprising DWELLING HOUSE, GODOWNS and OUTHOUSES lately occupied by Messrs. F. BLACKHEAD & Co. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 24th August, 1915. [891]

TO LET.

ONE ROOM, Seymour Road, suitable for a Lady or Bachelor. No board. Apply to—"S." Care of "Daily Press" Office. Hongkong, 18th August, 1915. [886]

TO LET.

NORMAN COTTAGE, No. 2, Peak Road, 4 GOOD ROOMS. Immediate possession. Apply—PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [876]

TO LET.

HARPERVILLE, Garden Road, SEVEN ROOMS, Very Large Dining Room, immediate possession, house in excellent order. Tennis Court and Garden. Apply—PERCY SMITH, SETH & FLEMING. Hongkong, 20th August, 1915. [876]

TO LET—FURNISHED.

FOREBANK EAST, No. 166, THE PEAK, Tennis Court. From September. No 18. Care of "Daily Press" Office. Hongkong, 18th August, 1915. [870]

TO LET.

FROM 1st September, that part of the building known as "STONEHEDGE," No. 5, Robinson Road, now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 10th August, 1915. [847]

TO LET.

BRITISH CONCESSION, SHAMEEN. ONE THREE-ROOMED FLAT, also Good Office and Godown accommodation. Apply—T. E. GRIFFITH, Ltd., Canton, 28th July, 1915. [798]

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED Residences in Broadwood and Wong-Nai-Chong Roads, the latter commanding a Fine View of the Race Course. For terms and particulars, apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 16th July, 1915. [767]

NOTICE.

TO LET—A HOUSE at Observatory Villas Kowloon. Apply to—ARRATON V. APCAR & Co. Hongkong, 6th July, 1915. [739]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings. Apply within. Hongkong, 1st June, 1915. [618]

TO LET.

FOUR-ROOMED FLATS in Haad Road, Kowloon, and MAY ROAD, Hongkong, with possession in October next. English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System. "PENNYBREW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court. 3, MINDEN VILLAS, Kowloon, 5-Roomed House with Tennis Court. FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon. FLATS in Nathan Road, Kowloon. A FLAT in Humphrey's Buildings, Kowloon. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. Hongkong, 17th July, 1915. [852]

TO LET.

FROM 1st October next, OFFICES at 2, Connaught Road, at present in the occupation of Messrs. Danays & Bowley. HOUSES in CLIFTON GARDENS, Connaught Road. OFFICES, facing the Harbour between the Hongkong Club and Post Office. 58, THE PEAK "THE RETREAT," 21, WONG-NEI-CHONG ROAD, GODOWNS, New Ferry, Kennedy Town, GODOWNS, at Wanahai Road. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd., Hongkong, 1st August, 1915. [893]

INTIMATION

ALL LIKE

WATSON'S

LIQUEUR SCOTCH WHISKY



ALWAYS AT THE FRONT

A. S. WATSON & CO., LTD.

DEATH.

LEE—On August 26th, at the Government Civil Hospital, HONGKONG, ALBERT WILLIAM DELANEY LEE, of the Chinese Postal Administration, aged 37. Funeral at Happy Valley to-day, at 5 p.m. [900]

The Daily Press.

HONGKONG, AUGUST 27TH, 1915.

CHINA'S RESOURCES.

THERE has recently been created at Peking on the initiative of His Excellency CHOW TEE-CHI, the Minister of Commerce, Industry and Agriculture, a "Commercial and Industrial Commission" for the purpose of making a systematic investigation and tabulation of the vast resources of China. It is a healthy sign of the times in China. Everybody knows that China is a land of great undeveloped wealth, but it has been truly said that there is less specific information available about the resources of China than of any other country of importance in the world. The appointment of a Commercial and Industrial Commission is an attempt to supply this deficiency, and from an outline of the organization and objects of the Commission which we find given in the *Far Eastern Review*, we conclude that the Commission is no make-belief, as many Chinese projects of the kind have been in the past, but one that means to do a serious work which must prove of incalculable value in promoting industrial and commercial progress in China. According to the preamble to the Regulations there will be three main divisions. One will be charged with the collection of commercial and industrial information; a second will have to do with commercial and industrial exhibits, and a third with experimentation. One department is to be organized at a time, and a commencement is being made with the department whose duty it will be to collect information. It has been decided to make a start in the metropolitan province of Chili, and experience gained in the one province in conducting exhaustive investigations, and also in disseminating the information when obtained, will enable the Commission to

arrive at the best methods of work before the scope of their mission is extended to the other provinces of the country. We read that the Division of Information is now undertaking the compilation of a business directory for the province of Chili, classifying the different commercial and industrial enterprises and showing the amount of capital invested in each. This section dealing with transportation and taxation has already undertaken investigations throughout the province of Chili and is also preparing a schedule of federal and local taxes on all classes of articles. A section dealing with exports and imports has likewise started work in Chili—studying the distribution of imports, and procuring data in regard to the marketable products of the province not only for the foreign export trade but for inter-provincial commerce as well. Another section concerns itself with organization; that is to say it will get into touch with chambers of commerce, guilds, and associations for promoting commerce and industry and keep them posted with information. The encouragement of technical education in the schools will also form part of the work of this section. Banking and accountancy are branches dealt with by another section of the Department of Information. In this connection it is stated that "for the present a purely educational campaign will be conducted, and forms showing the most up-to-date practice in accounting will be sent to each and every business man in the province. It is felt that the Government will be able to impose regulations in regard to accounting as soon as the people are thoroughly conversant with the more modern methods of keeping books." The supervising commissioner is an American, but the actual work is being done by Chinese who have been appointed because of their special qualifications and training for such work. Finally we may note the statement that the most up-to-date methods of office filing and indexing will be used throughout the office, and "the Commission has prepared a filing system for Chinese documents that will undoubtedly prove of the greatest benefit, not only to the work of the Commission, but also to the various departments of the Government." It is hardly necessary to add that the Bureau will have its statistical section as well as a translation section, attention being given to the following languages: English, French, German, Japanese, Italian and Spanish. The usefulness of the work which the Commission has begun is self-evident, and if it can be carried through, a good foundation will have been laid for the great industrial and commercial developments which must sooner or later be witnessed in the vast but as yet unexploited territories of China.

A mail for Europe via Siberia closes to-day at 11 a.m.

A Chinese who was charged with being in possession of a revolver at the Magistracy yesterday was fined \$100.

The market oolite charged with assaulting Mrs. Pilius Latorena, of Haiphong Road, Kowloon, was discharged by Mr. Wood yesterday.

A Chinese boatman was charged at the Magistracy yesterday with being in possession of seven revolvers and 4,500 rounds of ammunition. His excuse was that a fireman employed on the str. *China* put "some boxes" on his boat and told him to take them to the Ting Shan wharf. He did not know that the boxes contained ammunition. Defendant was remanded, and bail was fixed at \$1,500.

The official speed trials of the new steamer *Manila-maru*, which has been built at the Mitsui Bishi Dockyard and Engine Works, Nagasaki, for the Osaka Shosen Kaisha, took place on the 15th inst.—outside Nagasaki harbour and proved most satisfactory, says the *Nagasaki Press*. The mean speed obtained—six runs over a course three miles in length—was 16.278 knots. As the contract only required a speed of 13 knots the result is eminently gratifying to builders and owners.

At the Magistracy yesterday the Indian named Moosdin, who is charged with obtaining \$12,000 by false pretences, was committed by Mr. Lindell to take his trial at the next Criminal Sessions. The Magistrate, addressing Mr. Hind, who is defending, said he considered that the case for the prosecution had been made out, and the case was one which would have to go before a jury. Mr. Hind asked for a reduction in bail, and also said that he would reserve his defence. Mr. F. C. Jenkin, who is prosecuting on the instruction of Mr. Dixon, said that he would like notice of the application for the reduction of bail.

Baron Ishii, the Japanese Ambassador to France, has been recalled to take up the portfolio of Foreign Affairs. He is expected in Tokyo about October 18th. Captain William Finck, of the ill-fated White Star liner *Arabic*, is well-known in the Far East. He formerly commanded the str. *Gaelic*, which ran for many years between San Francisco and Hongkong under charter to the Pacific Mail Co.

THE P. & O. SPECIAL BOAT TRAIN.

SERVICE TO BE RESUMED.

The Hon. Mr. E. A. Hewitt, Superintendent of the P. and O. Co.'s interests in the East, writes:—

I beg to inform you that I have received telegraphic advice from my Managing Directors in London that commencing from the arrival of the homeward mail steamer *Perseus* at Marseilles on or about the 12th September, the Special Boat Train Service from Marseilles to London, including sleeping car accommodation, in connection with the homeward P. and O. Mail steamers will be resumed.

In the same way with the outward P. O. Mail steamers the Special Boat Train Service from London to Marseilles will be resumed on and after the sailing of the s.s. *Medium* from Marseilles on or about the 12th September 1915.

THE DEATH OF SISTER LUCIAN.

Requiem services were held in the Italian Convent Chapel yesterday for the late Sister Theodora Lucian, whose death occurred on Wednesday. The officiating clergy were Bishop Pozzoni, Rev. Fathers C. Spada, P. de Maria, and Andrea. At the latter service quite a number of friends of the deceased Sister were present. Sister Lucian, or Dorine, as she was perhaps best known, came to the Colony as far back as 1874, and by her energy and zeal helped very materially to raise the status of the convent to the position of the leading Catholic educational institution for girls in the Colony. Sister Lucian relinquished her teaching duties ten years ago through ill-health, and then became associated with the administrative side of the convent's work, and she was an efficient helpmate to the Mother Superior. During the forty odd years since the Sister came to the Colony, only once did she return to Europe, and that was on a business trip to Italy on behalf of the convent.

The funeral took place at Happy Valley yesterday. Among those present at the graveside were Mother Superior T. Martinola and Sisters from the Italian Convent School, the St. Francis School (Wanchai), and St. Mary's School (Kowloon). Sister Natalina Corneo came over from Macao to represent the Italian Convent there. There were also present:—Bishop Pozzoni, Rev. Fathers P. de Maria, Zamponi, Arvat, Spada, L. Robert, F. Novai, Sebastiao, A. da Silva, S.J., A. M. de Moraes Sarmiento, Secretary to the Bishop of Macao, F. X. Soares, Dr. A. S. Gomes, Chev. Z. Volpicelli, Prof. A. Galluzzi, Messrs. J. J. Leiria, J. M. de Castro Basto, U. C. Galluzzi, J. M. Alves, and the Committee of the Catholic Women's League. Bishop Pozzoni officiated. A large number of wreaths were sent, including many from former pupils of Sister Lucian. The band of the St. Lewis School played the "Dead March" at the head of the mournful procession.

SUMMER TENNIS.

The following are additional results in connection with the Hongkong C.C.'s Men's Doubles:—

Miskin and St. Amory (owe 4/6) beat Wood and Mitchell (owe 2/6), 6/2, 6/3. Hill and Orey (owe 3-6) beat de Home and Reed (owe 2/6), 6/2, 6/2. Ford and Kent (owe 15/6) beat Ormiston and Nesbit (owe 15/3), 6/2, 7/6.

INDIAN CROPS.

SIMLA, August 26th. Heavy rain continues in Simla, but the rest of the Punjab is still crying out for moisture to enable the rabi crops to be sown on unirrigated land. Wheat prices have gone up in consequence by another quarter of a seer at Meerut, where they to-day stand at nine seers per rupee; elsewhere throughout India there has been no change in wheat prices since the 1st inst.

Among the deaths announced last month were the following:—Mr. Robert Allan, shipowner of Liverpool; John Herreshoff, the American yacht designer, who had been blind since the age of 15; Dr. Woods, Master of the Temple; Corporal John Rankin, the Scottish cross-country champion in 1914 died at the front. F. N. Tarr, the Leicester and English international footballer was killed.

The Scottish athletic international William Crabbie, of the Flying Corps, was reported as missing.

THE WAR.

HEAVY FIGHTING AT GALLIPOLI.

FURTHER "SERIOUS AND COSTLY EFFORTS" REQUIRED.

SIR EDWARD GREY REPLIES TO BETHMANN-HOLLWEG.

"FREE FOX IN FREE HEN-ROOST."

AMERICA AND THE "ARABIC."

THE NEAR EAST

[THROUGH REUTER'S AGENCY.]

SEVERE FIGHTING AT GALLIPOLI.

FURTHER "SERIOUS AND COSTLY EFFORTS" REQUIRED.

LONDON, August 26th.

The Press Bureau announces that it is now possible to recount the important operations which have taken place since the 6th inst. in the western extremity of Gallipoli. These comprise two separate lines of attack; firstly from the "Anzac" positions, by the Australasians, and secondly from the new landing place at Suvla Bay, in which a fresh army was employed. An attack was also made from Cape Helles towards Krithia.

Very severe and continuous fighting with heavy losses on both sides resulted, and our forces have not yet gained the objectives at which they were aiming in either sphere, though they made a decided advance towards them and greatly increased the area in our possession.

The attack from the "Anzac" position, after a desperate action, carried the summit of Suribahr and Chunukbahr, dominating the positions in this area, but the attack from Suvla Bay did not make the progress expected, and, consequently, the Australasians were unable to maintain their position on the actual crest line, and after repeated counter-attacks were forced to withdraw to positions close below it. These positions were consolidated effectively.

The attack from Suvla Bay did not develop quickly enough, and was brought to a standstill after an advance of about two and a half miles. The ground gained in both attacks, however, was sufficient to enable their lines to be connected along a front of more than twelve miles.

Further reinforcements having arrived, an attack was made on the 21st inst. by the Centre of this line. Thus, the Australasians left advanced about three quarters of a mile, and a system of strong knolls was secured. Then, on the left of the battle-front, the advanced Turkish trenches were stormed, and all the Divisions engaged made progress, but as they were unable to gain the summit they were withdrawn to the original front.

The great power of defensive operations under modern conditions accounts for the difficulties of the troops once the advantage of surprise has been lost. In all the phases of these battles the fortunes varied. There were repeated attacks and counter-attacks, and the losses inflicted on the enemy were much heavier even than our own. The ground gained and held is of great value, but these facts must not lead the public to suppose that the true objective has been gained, or that further serious and costly efforts will not be required before a decisive victory is won.

[THROUGH REUTER'S AGENCY.]

PLIGHT OF THE TURKS.

GERMAN PESSIMISM.

SOFIA, August 26th.

Information received from Constantinople states that the population considers the situation to be grave.

There has been violent fighting at Gallipoli during the past week, and every day thousands of wounded have been arriving at Constantinople and fresh troops are going to the Dardanelles. There is also a scarcity of bread and coal.

A German Embassy official recently declared that if things continued in this way he would not be surprised to see the Allies in Constantinople quite soon.

This is significant in view of the persistent rumours of British successes at Gallipoli.

DARDANELLES OPERATIONS.

PARIS, August 26th.

A communiqué regarding the operations at the Dardanelles affirms that the British left wing in the Northern zone carried another eight hundred yards of Turkish trenches, but no definite date is given.

The communiqué adds that the French in the southern zone on the 23rd instant stormed an enemy post.

A French aeroplane squadron bombed various military points. One aeroplane sank a big Turkish transport at her moorings.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

VIOLENT ARTILLERY ACTIONS.

PARIS, August 26th.

1.20 a.m.

There have been artillery actions along the whole front, they being particularly violent in North Arras, Argonne, Champagne, and Bois-le-Preire.

French heavy guns effectively replied. A German aeroplane dropped bombs on Vesoul, killing a woman and child.

FEATURELESS FIGHTING.

PARIS, August 25th.

Only cannonades and grenade fighting are reported from the various sectors of the front, especially in Artois and Argonne.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

GERMANS HELD.

PETROGRAD, August 26th.

A communiqué states that the situation in the Riga district is unchanged.

Fighting at Dvinsk continues, but the front is approximately unchanged.

Feeble evening attacks near Vilna were repulsed. The Germans continue to exert maximum pressure between Bohr and Brestlitovsk. The Russians repulsed attacks west of the latter.

The Germans are endeavouring to advance along the Pisch-Maloryto road, south of Brest.

GENERAL.

[THROUGH REUTER'S AGENCY.]

RESPONSIBILITY FOR THE WAR.

SIR EDWARD GREY'S SMASHING REPLY TO GERMAN CHANCELLOR.

LONDON, August 25th.

Sir Edward Grey, the Foreign Secretary, to-night issued a smashing reply to Dr. Bethmann-Hollweg, which shows that Germany is alone responsible for the war. He says that the German Chancellor's speech means that Germany is to be supreme in freedom, and the other nations must have what Germany metes out to them. Germany alone would be free to break International treaties, to crush and refuse all mediation, to wage war, and to break all the rules of humanity on land and sea. Yet, while Germany acts thus, her commerce must remain free in time of war as in peace-time.

Sir Edward Grey affirms that the freedom of the sea may be a reasonable subject for discussion in the definition of an agreement between the nations after this war, but not by itself alone while there was no freedom and no security against war and German methods of war on land. If there are to be guarantees against further war, then be equal, comprehensive and effective guarantees that bind Germany as well as other nations.

The Foreign Secretary then turns to the speech of the German Minister of Finance to the effect that for decades to come Germany claims that the whole of the nations who resisted her should labour to pay her tribute in the form of war indemnities. Sir Edward Grey emphasises that not on such terms can peace be concluded, or the life of nations other than Germany be free or even tolerable. The speeches of the German Chancellor and the Finance Minister showed that Germany was fighting for supremacy and tribute, and if that was so, and as long as it is so, our Allies and we are fighting, and must fight, for the right to live, not under German supremacy but in real freedom and safety. "FREE FOX IN FREE HEN-ROOST."

LATER.

The papers warmly approve of Sir Grey's masterly reply to Dr. Bethmann-Hollweg, as clearly showing that Germany's idea of freedom is that of a free fox in a free hen-roost.

AMERICA AND THE "ARABIC."

ABJECT PLEA BY COUNT BERNSTORFF.

WASHINGTON, August 26th.

The tone of Count Bernstorff's plea for the suspension of judgment regarding the *Arabic* is almost abject, and is in startling contrast with the truculence of the former German Notes.

Count Bernstorff trusts that the United States will give Germany a chance to be heard. If Americans were actually killed this was naturally contrary to German intentions. Germany deeply regretted the fact and begs to tender her sincerest sympathies.

It is becoming even clearer that despite German machinations President Wilson is determined to sever diplomatic relations if Germany's guilt is finally established.

DEFINITE ANSWER REQUIRED.

New York, August 26th.

Count Bernstorff's apology has fallen quite flat. The Press describes it as vague and incomplete, and demand a definite answer, not equivocation, as Germany's word cannot be accepted.

SOUTH WALES COAL MINERS.

ANOTHER CRISIS.

LONDON, August 25th.

Another crisis has suddenly arisen in the South Wales coalfield district, owing to the abrupt termination of the Conciliation Board without reaching a settlement regarding the recent agreement.

The owners, however, have somewhat relieved the situation by deciding to pay increased wages under the original Government terms without delay.

[THROUGH REUTER'S AGENCY.]

VOLUNTARY OR COMPULSORY SERVICE?

PIERCE-NEWSPAPER DEBATE.

LONDON, August 26th.

The newspapers are fiercely debating the question of voluntary or compulsory military service. Lord Northcliffe's papers are taking the lead in the agitation against the present voluntary system, which is vigorously defended by the Liberal organs.

The dispute is not waged on party lines, for the *Daily Telegraph* is opposing the *Times* and the *Daily Mail*, and a leading article which it published saying that the country must trust the Government caused much jubilation in Liberal circles.

GERMANY'S NEW WAR LOAN.

AN URGENT APPEAL.

ZURICH, August 26th.

Germany's new war loan offers great facilities to small investors, and the public are urged to contribute to their utmost as obligations of £675,000,000 sterling must be discharged before any portion of the new loan is available for current needs. The Government urges the selling of foreign securities and the buying of the loan.

FAITH IN PRESIDENT WILSON.

IN AN HOUR OF "DEEP NATIONAL CONCERN."

BOSTON, August 26th.

A conference of Governors of a score of States passed a resolution of confidence in President Wilson in this hour of deep national concern, assuring him of support "in all matters President Wilson deems it best to promote the honour, and to maintain the peace and welfare of the nation."

GERMANY AND THE SPANISH FLAG.

MADRID, August 26th.

The Spaniards are dissatisfied with Germany's offer of money for the sinking of the *Isidoro*, and say that Germany must promise to respect the Spanish flag in all seas.

JAPAN AND THE TRIPLE ENTENTE.

RELATIONS MUST BE STRENGTHENED.

PARIS, August 26th.

Baron Ishii, who has been appointed Japanese Foreign Minister, in the course of an interview, said that his first care would be to draw still closer the ties of Japan with the Triple Entente. The lot of Japan was completely bound up with that of her Allies, and after the war the relations of Japan with the Entente Powers must be strengthened, not only for their respective interest, but above all for the interests and the peace of the world.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE E13.

STIRRING STORY OF BRAVERY.

COPENHAGEN, August 26th.

A Danish fisherman relates a stirring story of the last moments of the *E 13*. He passed the submarine in the morning and offered to bring the crew ashore but they politely declined. Later he saw the German torpedo-boat destroyers approach.

The British had launched their boats, but the men in them returned quietly, resumed their places on the deck, and began coolly playing cards and other games. In the meantime the German destroyers drew closer, but nobody took the slightest notice. Then he saw a torpedo fired, and the crew of the submarine, in response to a sharp word of command, formed into line on deck and folded their arms, facing the enemy as immovable as statues. "They were brave men these English," he added. The survivors of the *E 13* attended a most impressive funeral service for their comrades, and the bluejackets were moved to tears.

The congregation was distinguished, and was most representative of Danish navy men, who carried the coffin from the chapel to the funeral-ship *Vidar*, which amid funeral salutes, and the bare-headed crowds on the shore, and escorted by Danish destroyers, left the harbour. The band played the British National Anthem, and the Marines saluted.

A representative of Denmark was aboard.

"1812."

THE LAST INVASION OF RUSSIA.

Through all the exultant articles in which the Germans are celebrating the achievements of their armies on the eastern frontier and foretelling with apparent confidence their triumphal entry into Warsaw and the immense results that are to follow it, there runs a note of uneasiness and almost of alarm. The Russians, it is complained, are imitating the strategy of 1812. As the Germans appear to be imitating it also, the disquiet which the supposed plans of the Grand Duke are causing them is intelligible enough. They are the invaders. They stand in the place of Napoleon and of the Grand Army, in which so many of their fathers served under the French. The fate of that immense host—the greatest they know to the civilized world—is among the most awful and the most decisive tragedies in history. What if the Russians do as Barclay de Tolly and Kutuzoff did. They were not great commanders. They had in all the first part of the campaign forces far inferior to the invaders. They had opposed to them the greatest military genius of modern times, and perhaps of all times, with his veteran marshals and his unconquerable Guard. They were beaten almost every time they faced him in the field, and on the bloody day of Borodino they suffered losses until they were unequalled in a single battle. The conqueror pressed on. He entered the holy city of Moscow at the head of his troops. He slept in the Kremlin. For over a month he waited among the smoking ruins for proffers of peace from the Tsar. They never came. Neither the Tsar nor his people wavered for a moment in their purpose, or lost faith in their cause. The Russian leaders showed no signal ability; no remarkable initiative; no brilliant conceptions of any kind. But almost from the beginning they took the course which ordinary prudence and common sense dictated, and they carried it out with the dogged tenacity and the unswerving trust in Providence which their descendants are exhibiting to-day. They followed the simple strategy, which had already led to the annihilation of another splendid army of invaders, and to the downfall of another great soldier—Sovereign. The Russian strategy of 1812 was founded on the same lines as that of 1709. It is inspired by the nature of the country, and it has never yet failed.

THE ADVANCE ON MOSCOW.

The German Emperor has a taste for political theatricals, and it is rumoured that he has summoned the Empress to witness and to share his entry into the capital of Poland, and possibly some well-calculated simulation of Imperial concessions to the Polish people. But even with the help of all the German Kings and Princes who owe their crowns or their rank to Napoleon for the services they rendered him, the head of the house of Hohenzollern cannot gather about him such an assemblage of Royal vessels as his ancestor attended at Dresden in May, 1812. Napoleon left it to cross the Niemen on June 24-26 with a force of some 400,000 men and 1,000 guns. There were five Russian armies against him, amounting to about 267,000 men, of whom only 147,000 were available for immediate operations. What were these to be? There was a party for attacking the invaders, and a party for following the traditional practice and drawing on the enemy into the heart of the Empire. Happily for Russia and for Europe, the party for retirement secured the support of the Tsar. Napoleon hastened on. His first plan to cut the Russian Armies in two failed, mainly because he had not allowed for the difficulties of the country. On June 28th he was in Wilna, the old capital of Lithuania; on July 28th, he was in Witebsk after several successful combats; on August 18th he had taken Smolensk. But he had missed the blow on which he counted. He had again beaten the Russians, but he had not succeeded in enveloping and crushing either Barclay or Bagration. The Russians halted at Dorogobuzha, and again his hopes rose. They fell back once more. They were neither broken nor demoralized. On the contrary, "they felt that, as they withdrew, they were marching against the French." They were marching against the French. (September 7th), almost under the walls of Moscow, came Borodino. The Russians lost 60,000, but they remained an "Army in being." There was no singing. Ségur significantly remarks, "in the French bivouacs that night. Most of the Russian Generals wanted to fight another battle in defence of Moscow. Kutuzoff and Barclay refused. They decided that when the safety of the Army was at stake, Moscow was but a city, like any other. That decision was fatal to the invaders."

The retreat. The French marched proudly into the ancient city of the Tsars. Then they learned, for the first time, what an outraged people will do in defence of its holiest rights. Napoleon waited for the customary deputation of prominent citizens to tender the keys to the conqueror and to propitiate his clemency. They did not come. The city was in flames a few hours after he had entered it and was burnt to ashes by the 19th. Napoleon flattered himself with elaborate plans for the dissolution of Russia. Russia watched and waited. Her time was at hand. On October 13th, the first frost of the autumn was felt. Six days later, the Army now only 100,000 strong, marched out to make its way back through the rich southern provinces. The way was barred, and they had to return by the route they had used in the advance. The horrors of that retreat are indescribable. The Russian Armies closed in upon the enemy from the north, from the south, and from the rear as they withdrew. The country, even women warriors, rose against them. The pitiless cold swept them away by thousands. At Dorogobuzha they were but 40,000 combatants; at Orsha, on November 20th, 24,000 with 25,000 stragglers. They had lost 50,000 men and 400 guns since they left Moscow. Worse was to follow. The heroic crossing of the Berezina, the long and hopeless retirement to Wilna, the repassage of the Niemen by 18,000 miserable and half-starved men, the final dissolution of all that was left of the magnificent host which had entered Russia.

with all the pomp of war and in assured confidence of victory a few months before. Remembering these things, the fate of Charles XII. and the late St. Napoleon amidst the plains of Russia, the anxieties half revealed in the German Press are not unjustified. There have been many changes in the conduct of war since 1812, but some great factors remain unchanged. Amongst these are the geography and the climate of Russia, and above all, the stubborn and devoted courage of her people. The Prussians have known and feared it ever since Frederick the Great's crushing defeat at Kunersdorf. No wonder they fear it now, when they contemplate having to face it in the conditions which proved fatal to Napoleon, to his dynasty, and to his country.—*Times*.

THE POPE'S PLEA FOR PEACE.

A LETTER TO ALL BELLIGERENTS.

"FIRM DETERMINATION TO END THE WAR."

ROME, July 30th.

In to-night's *Osservatore Romano*, the official organ of the Vatican, there appears a letter addressed by the Pope to the heads of the belligerent countries, in which his Holiness says:—

"It is our firm determination to devote every activity to the reconciliation of the peoples now engaged in this fratricidal struggle. To-day, on the sad anniversary of the outbreak of this tremendous conflict, there issues from our heart an earnest prayer for the cessation of the war. It must not be said that this conflict cannot be settled without armed violence. Put away mutual desire for destruction and reflect that nations do not die. If humiliated and oppressed, they prepare to retaliate by transmitting from generation hatred and the desire for revenge."

"Why should not a direct or indirect exchange of views be initiated in an endeavour, if possible, to arrange aspirations so that all should be contented? This is our cry for peace, and we invite all the friends of peace to unite with us in our desire to terminate this war, and re-establish the empire of right, resolving henceforth to solve differences not by the sword, but by equity and justice."

"We impart our apostolic benediction also upon those not yet belonging to the Roman Church."—*Reuter*.

A GERMAN FORECAST.

It is not without interest, says *The Times*, that the first announcement in Western Europe of the impending action of the Pope appeared in the *Frankfurter Zeitung* in the shape of a quotation from a Spanish newspaper, the responsibility for which is attributed to an English cardinal. The Berlin correspondent of the *Frankfurter Zeitung*, whose information in such matters almost invariably comes from the German Government, telegraphed to his journal on Tuesday the following summary of a letter said to have been published on July 18 in the *A.B.C.* of Madrid, as a communication from Dr. Franco Franchi in Rome:—

Cardinal Gasquet, the English Benedictine, who enjoys the intimate friendship of the Pope, and to whom it is due that there is now an English representative at the Holy See, has said that the Pope, notwithstanding the failure of some of his former suggestions, is engaged in the preparation of an action on a large scale in which the whole Episcopate of the belligerent States is to co-operate in a united and organized manner. The action is to aim at the arrangement of a truce. It is said that details of the plan, the obvious difficulties of which do not frighten the Pope, have not yet been made known, but that the world will soon hear of this new initiative on the part of the Pope with a view to peace.

This news has also been confirmed by Cardinal Maffi, Archbishop of Pisa, whom the Pope has summoned to Rome for discussion about the details. Maffi characterizes the scheme as being "as great as it is bold, worthy of an apostolic spirit inspired by the consciousness of the strength of its enormous authority, but certainly in its translation into reality a little dangerous."

ITALIAN PRESS COMMENTS.

MILAN, July 20th.

The whole Press is commenting on the Pope's appeal. The journals say that the appeal shows the Pontiff's ardent desire to bring about the end of this conflict, but, as the *Corriere della Sera* remarks, any intervention now in favour of peace will be faced by insurmountable obstacles, because this conflict cannot finish except with the victory of the Allies, this being for them a defensive war inspired by pure ideals of liberty and justice. Thus the Pope's condemnation strikes only those who to satisfy their ambition and desire for predominance unchained this terrible war.

The *Secolo* goes further, stating that peace is now impossible because it would be only advantageous to Germany, occupying as she does Belgium, and a part of France and of Russian Poland, while every day which passes, while wearing out her forces, augments the resources of the Allies and renders the intervention of the Balkan States more probable. Whoever wishes to shorten the conflict now [the *Secolo* declares] helps the barbarous Lutherans who trampled down Catholic Belgium. It is useless to speak of people's rights and just aspirations, knowing only as they do the argument of force, by which they must themselves be thrown back within their frontiers and reduced to impotence.—*Reuter*.

GERMANY'S DAY OF PRAYER.

According to the Geneva correspondent of the *Matin*, the *Deutsche Tageszeitung* made the proposal that August 1st, the anniversary of the commencement of the war, should be devoted to a religious celebration, so that this may be "an act of recognition towards God, who has directed our people in so paternal a manner, a common prayer, a serious meditation, and an encouragement to face the task before us in this second year of the struggle, so that our people may make themselves worthy of the victory which we are going to ask from the All-Powerful."

GERMAN GAS.

KAISER'S ASTOUNDING SERIES OF SPEECHES.

"VICTORY IN SIGHT."

A grave disservice has been done to the royal megalomaniac who sits on the throne of Prussia by one of his "dear allies." The Austrian official journal, the *Wiener Allgemeine Zeitung*, has printed the full text of his recent speeches at Lemberg, Cracow, Königsberg, and elsewhere.

From these astounding addresses we learn that Russia, France, Belgium, and Britain have already been utterly crushed by the irresistible might of Germany. "Victory," said the Kaiser after the empty triumph of Lemberg, "victory complete and supreme is already in sight."

Both there and at Cracow the violator of Belgium posed as the liberator of Europe and the guardian of civilisation, and spoke throughout of the co-operation of the Almighty in that series of ghastly massacres of the innocent and the helpless which marked the track of the modern Huns through Flanders, through France, and through Poland.

BLASPHEMY.

"The Almighty uses Germany," he declared at Cracow, "to fulfil a mission." Germany's enemies are "a gang of cowardly brigands," but God had rendered vain all the efforts of those who dared to rise up against the German nation.

At Lemberg, a few days after the Russians had evacuated the town, the Kaiser said:—

"We are assembled here to celebrate one of the greatest exploits which my army, combined with that of his Majesty the Emperor Francis Joseph, has accomplished since the war began. Germany's valour, German energy, German military science are irresistible."

Our enemies, both east and west, are crushed by the power of Germany, seconded by the loyalty of her allies. Victory, complete, supreme victory, is already in sight. Germany will reign supreme in her glory. She shall be at once the liberator of Europe and the guardian of civilisation.

A few days later, at Cracow, the Emperor declared:—

A century and a half ago my illustrious ancestor, Frederick the Great, bade defiance to the whole of Europe and fought with magnificent heroism. His name has passed to posterity. He remains one of the greatest figures in history.

That which this great son of the Hohenzollerns accomplished in the eighteenth century we are accomplishing again to-day. Prussia fought against a world of enemies; Germany to-day fights against a conspiracy which extends throughout the world, which has even reached to the Far East, and whose aim is to cause Germany to disappear from the face of the earth.

But Germany shall never be beaten. The Almighty uses Germany to fulfil a mission. He has reserved a special task for the Germans. Germany cannot succumb, and all those who will rise up against her shall be defeated, and shall one day comprehend that their efforts are vain.

Germany is an unassailable and impregnable fortress. Germany is irresistible in her advance and her progress; she will now prove to the world that she is able to vanquish all her enemies, and she will negotiate the peace according to the terms that suit her.

The useful and loyal support of her allies, Austria-Hungary and Turkey, shall never be forgotten, least of all in the hour of victory.

WITH EVERY WEAPON.

The third address was delivered in the town of Benthau, Silesia, before a highly select audience. The Kaiser on that occasion said:—

We are now approaching the end of this terrible war, which has cost us so much blood, so many precious German lives.

The German people responded valiantly to the appeal to arms of last summer. Our people have fought gloriously in all these formidable encounters. No sacrifice has been too great for them, no trial, however severe, made man with boundless enthusiasm to maintain this war of defence and to shield the Fatherland against the invader. There is no discord, no weakness.

The war has been conducted with every weapon at our disposition. We defended ourselves like a man whose life is threatened at the same moment by a whole gang of cowardly brigands. All the foes who ranged themselves against us thought they could destroy us, but they were mistaken; they are now feeling the weight of the German blows; they begin to understand that Germany is strong enough to fight the whole of them together.

The neutrals whom our enemies had tried to draw into their anti-German combinations perceived the danger of associating themselves with our foes. They will prefer to preserve their neutrality to the end, or even to join us.

That is what the Ottoman Empire did several months ago. The Ottoman Empire, thanks to the wisdom of its illustrious monarch and to the prudence of its statesmen, foresaw that Germany's triumph was inevitable. To-day all three of us are marching, united and in harmony, towards the victory.

FOES IN DISORDER.

At Königsberg the following speech was made:—

The sacrifices we have made in the conduct of this war have been very great. The war was imposed on us by wicked enemies, whose hearts were filled with hatred. We may all be thankful to God that He has rendered all their efforts vain.

We weep when we think of all the German lives which have been destroyed to assure the defence of Germany, but those who died on the field of honour shall live for ever in our memory, for they have contributed towards the creation of a greater, of the greatest Germany.

Complete victory over all our enemies and on all the fields of battle is near at hand. Our definite triumph will not be delayed much longer. Our losses are reduced to disorder, to confusion; they are no longer

united, they are disorganised by the struggle, discouraged by the consciousness that it is impossible for them to conquer Germany.

German bravery, German organisation, German science have emerged with honour from this, the most formidable trial that a country has ever had to suffer. Germany is greater and more powerful than ever she has been.

Assuredly, the present hour is sad because of the universal mourning into which the nation is plunged, but a radiant future, the triumph of Germany and of the Germans, is in sight.

For all this we must thank the Lord; we must thank those who protect Germany with their right arms and with their swords.

WAITING FOR THE DAY.

GRAND FLEET'S CONFIDENCE ON THE BROAD NORTH SEA.

Writing to his parents at Wells, in Somerset, a naval man, who has been with the Fleet in the North Sea since the outbreak of war, says:—

Although we are not firing guns and making big displays to thrill the world, we know that there is no factor in all our forces and resources that is doing so much for the ultimate victory as we of the Royal Navy are.

The German High Seas Fleet is our objective, and I don't think we shall be tempted to do anything but wait for them. We were ordered out for certain operations on— The weather at the base was ideal, the sea like a sheet of glass. No ripple to disturb the flat calm, and as the glass was steady everything seemed to point to a nice, comfortable trip. We started at 10 p.m., but it was not long before the wind began to assert itself, and in an incredibly short space of time things looked ominous.

At midnight I went to my cabin to get rest in my clothes, and before I could get to sleep, "she started." I am quite an old sailor now, but it was so bad I could not get to sleep. At two o'clock, being broad daylight, I went on deck, and it was a grand sight to see the great waves rushing on to meet us and breaking themselves in fury on a cloud of spray 30 to 40 feet high.

About four o'clock we got a real breeze. The ship was not quick enough to rise to it, and it came on board and played havoc for a minute. I thought it was going to carry the whole signal and navigation bridge away. As it was, it smashed all the glass (4 in. plate) of the shelter, and seriously injured four of our men with the flying fragments, besides bending and twisting stanchions, etc.

After that it quieted down, and we got back to normal North Sea weather. That is how we shall go on, all through the winter, for that game is perfectly certain. It won't be so bad, though, this time. We know what we have to go through, and I doubt very much if two winters in succession will be so bad. Even if it were so bad, or even worse, it would not matter so much. In the first place, all our men, and especially the young ones, are "salted" now, and what would be really bad last year can be faced almost with composure next winter.

To us belongs the knowledge that we are protecting our dear ones from the horrors of Belgium, and that in itself is a stupendous thought, and ought to be enough to make any Britisher burst with enthusiasm.

A TURKISH PRISONER'S TYPICAL STORY.

Al-Mubtamm (Cairo) has published an interview obtained by permission of the Military authorities, with a Turkish soldier now a prisoner of war in Egypt. It is of sufficient interest for portions to be reproduced. The prisoner says: "I was born in Constantinople."

On the day I joined the army the sergeant ordered me to clean all the shoes of the men who were in my barrack-room and to wash all his clothes, forcing me to buy backing and soap out of my own pocket for the purpose. On the following day I was given my uniform, which was in rags and had no buttons. The boots given me were old, one of size 34 and one of size 20, and no heels.

A week later my father was forced to give all the officers of my company money and presents, and they promised to look after me. The officer who drilled us was a German who treated us as slaves. One day, finding that one of the movements of my rifle was not right, he took it up and hit me with the butt in the face, cutting my lips and smashing out a lot of teeth.

I lips and smashing out a lot of teeth. I asked to see the doctor, and when I came before him I found the German officer there, too. He asked me how I dared to complain against a superior officer and had me arrested. A month later I was told I had been tried by court-martial and sentenced to two years' imprisonment. I was never brought before the court.

I remained three months in prison and was then taken to a fort and given a gun. The fort was soon captured and I was taken prisoner without having fired a shot. I am well treated and would like to join the French Foreign Legion. I want to shoot that German officer. It is quite apparent that the lot of the Turkish soldier, under the German lash, is not an enviable one. — *Times of India*.

GERMAN LOSSES IN POLAND.

The *Daily Chronicle* draws attention to the evidence of the German casualty lists to show that 35 of Mackensen's best battalions lost in May and June an average of two-fifths of their strength, and points out that this is an important offset of Germany's gain of territory. Even supposing the Russian losses were heavier, her reserve of man-power is incomparably greater than that of Germany. Germany has fought throughout under the necessity of forcing the pace. If the Allies hang on, their ultimate victory over Germany, thus self-exhausted, will be complete.

"YOU AND I—AND AFTERWARDS."

OUR ATTITUDE TOWARDS THE GERMANS.

Mark Allerton in the *Sunday Pictorial* writes:—

What are you and I—ordinary business folk and purchasers and holiday-makers—going to do about Germany when this war is over? To have no truck with a nation that has put back the hands of the clock of civilisation, or to allow ourselves to drift back into the old order of things, trading with Germany, buying from Germany, spending our holidays in Germany?

The political economists and the cynics tell us that we shall follow the latter course. There is a very real danger of the theorists and the cynics turning out to be right.

They have the weakness of human nature to support their contention. When it comes to our settlement with Germany—yours and mine—big sacrifices will be involved if we are to prove that we can act as well as talk—sacrifices of money and business, even of friendships. In our weakness we shall be inclined to argue that this war was not caused by the German people—the German people with whom it may pay us to trade—but by the German Government, by the Kaiser.

Last August there were many of us ready with our noses for the German nation, led by the nobles to disaster by its Prussian military rulers. We even prophesied—that came a long time ago—we know better now—that the end of the war would be brought about by a rebellion of the Kaiser's subjects. They would refuse to be hurled into combat against their dear consins and to have their business interrupted so rudely. They would rebel.

OUR PART OF THE BUSINESS.

Well, there has been no rebellion. There will be no rebellion. To-day, wherever the Kaiser goes in Germany, he is greeted with enthusiasm. There is no national outcry against his methods of waging war. At the loss of the *Lusitania* the people of Berlin decorated their streets with flags.

There is no getting away from the fact that a nation has the ruler and government which it deserves. The Kaiser and his people are in perfect sympathy. Hans and Fritz must share with Kaiser Wilhelm II. responsibility for the outrages which have befouled the profession of arms. They must share his humiliation and punishment.

That is where you and I must come in—you and I who are neither combatants nor statesmen, but who, for one reason or another, must leave to others the nobler task of beating the enemy on sea or land. Hans and Fritz are our part of the business. When this war is over we have got to do without Germany, got to do without her produce, her manufactures, her spas. We cannot accept merchandise from such foul hands. We cannot accept payment for our own from those who have violated every canon of decency. It is dirty money.

"Do you propose, then," ask the cynics, "that you cut off your nose to spite your face?"

WHOLE NATION'S GUILT.

There is no danger of spitting our face. It is a matter of saving our face. We cannot, we must not, calmly turn again into business or friendly relations with a race that has run through the gamut of horrors and cruelties and indecencies. It is more quibbling to argue that these horrors were not perpetrated by the cynically respectable business men with whom you have traded in the past and with whom you hope to trade in the future. By condoning these offenses, by suffering them to continue, by rejoicing at their accomplishment, the whole German people must be held responsible. There can be no blaming the battalions of Bavaria, and letting the simple souls of Saxony go unpunished. All Germany stands at the bar, convicted of guilt.

But, urge the economists, you simply can't do without Germany. In this and that way she is necessary to us. Because of this and that way she is bound together by economic ties which it is impossible to sever. Well, we are doing without Germany commercially at this moment. War has severed these economic ties. And yet we are getting along wonderfully well. Certain commodities are, it is true, greatly advanced in price. I think it will be found that these commodities are, for the greater part, those which we have ourselves neglected to manufacture, which could quite well be manufactured here. There may be one absolute necessity of life which Germany alone can give us, but I cannot imagine what it is, and I very much doubt its existence.

A kindly soul may interrupt this argument by suggesting that all this is sheer vindictiveness. It is not. It is common honesty. We cannot one day call a lie a lie and the next day call a lie a lie and buy from our children's toys or the drugs to soothe our pain or the dye to colour our cloths. We cannot one day indict a nation for breaking a solemn written covenant and the next enter into a business contract with it, relying on its mere word that it shall be fulfilled. Either we are wrong to-day to regard Germany as the pariah of the civilised world and the Germans as moral lepers, or when the piping time of peace returns we must refuse again to open up friendly and commercial negotiations with these people. We shall deny ourselves many conveniences! Most certainly. But at least we shall preserve a consistent attitude of mind and at most our self-respect. Our sense of personal decency demands that we continue to do without this country and its people and its products until—

Until when? Who can tell in what manner a nation shall find its manhood, its morality? We have been deceived by Germany's veneer of civilisation. We must not be deceived again. After enjoying for centuries the respect and admiration of the world Germany is now faced with the appalling task of winning these back. Appalling it certainly is, for we cannot see how it is to be succeeded. Hans and Fritz and Kaiser William have won for their seed an enviable legacy. The blood of murdered innocents and of brave men, slain not in

fair combat, but butchered by the arts of the devil, demands that we shall keep this legacy intact until a new Germany, purified of the stain of the Germans of to-day, is born to the world.

You and I must learn how to do without Germany. If we are business folk we cannot begin to learn too early how it is to be done.

SHIPPING IN PORT.

STEAMERS.
AZUMASAN MARU, Japanese str., 2,950, 22nd August—Wakamatsu 16th August, Coal—Mitsui Bussan Kaisha.

AKEMIS, Dutch str., 2,312, F. Reedeker, 19th August—Hankow 13th August, Ballast—Asiatic Petroleum Co.

BIOMONSTER, British str., 2,958, W. H. Dormand, 25th August—Manila 23rd August, General—Shewan, Tomes & Co.

CHINGCHOW, British str., 1,195, Jas. Doyle, 18th August—Port Paravall 3rd August, Cement Stone—Shewan, Tomes & Co.

CHINA, American str., 3,166, H. Thompson, 25th August—San Francisco 24th July, General—Pacifi Mail S.S. Co.

CHUYEN, Chinese str., 1,107, Ross, 18th August—Shanghai 15th August, General—Chinese.

CHORO MARU, Japanese str., 833, S. Oril, 18th August—Bintuni 31st July, Wood.

FOOCHOW, British str., 1,120, Owen, 22nd August—Nowchang 14th August, Beans and General—Butterfield & Swire.

FOOSHING, British str., 1,423, Hay, 23rd August—Kohsichang 13th August, Rice—Jardine, Matheson & Co.

FUKU MARU, Japanese str., 3,087, H. Chisaki, August 18th—Mojito August 12th, Coal—Mitsui Bussan Kaisha.

GLENFALLOCH, British str., 1,437, McKenzie, 23rd August—Singapore 17th August, General—Chinese.

HAIMUN, British str., 641, A. H. Stewart, 25th August—Swallow 24th August, General—Douglas LaPraik & Co.

HAIVANG, British str., 1,362, A. E. Hodgins, 25th August—Saigon 20th August, Rice—Chinese.

HAUROXO, British str., 1,276, H. Hayman, 5th August—Manila 2nd August, General—Snowman & Co.

HSINCHANG, Chinese str., Monro, 18th August—Tientsin 11th August, General—Chinese.

HYSON, British str., 4,232, George Moir, August 21st—Mukde August 17th, General—Butterfield & Swire.

IKOMA MARU, Japanese str., 2,207, Kiyahara, 23rd August—Mojito 18th August, Coal—Mitsui Bussan Kaisha.

JADE, French str., 326, Pannier, 22nd August—Haiphong 22nd August, General—Chinese.

KASHOW, British str., 1,218, Forsyth, 15th August—Weihaiwei 10th August, General—Butterfield & Swire.

KANDAHAR, British str., 4,500, W. Kessley, 25th August—Shanghai 23rd August, General—Bank Line.

KJELD, Norwegian str., 910, Hellesø, 23rd August—Saigon 19th August, Rice—Thorsen & Co.

KURBAN, British str., 3,001, B. C. D. Bradley, 23rd August—Mojito 18th August, Coal—Jardine, Matheson & Co.

LOONGSANG, British str., 1,093, W. G. G. Leask, 24th August—Manila 21st August, General—Jardine, Matheson & Co.

MADAWASKA, British str., 2,962, A. MacLean, 24th August—Manila 21st August, General—Bank Line.

NISSHO MARU, Japanese str., 842, Y. Nakasu, 24th August—Bangkok 12th August, Rice—Chinese.

RYNHO MARU, Japanese str., 1,735, Kaneda, 5th August—Dairen 25th July, General—Mitsui Bussan Kaisha.

Sr. LEANS, British str., 2,538, E. I. Pilcher, 23rd August—Melbourne 24th July, General—Gibb, Livingstone & Co.

TAIYO MARU, Japanese str., 3,491, H. Katano, 23rd August—Java 2nd July, Sugar and Molasses—Java-China-Japan Line.

TONG HONG, British str., 1,313, Prym, August 21st—Shanghai 18th, General—Order.

TOKYO MARU, Japanese str., 2,994, I. Nakamura, 9th August—Mojito 3rd August, Coal—Mitsui Bussan Kaisha.

TSINGTAU MARU, Japanese str., 1,539, K. Yamada, 11th August—Chingwantao 4th August, Coal—Doddwell & Co.

VESSELS EXPECTED.

THE ENGLISH MAIL.
The str. *Sardinia* left Singapore for this port on the 23rd inst., p.m., with the outward English mails, and is due here on the 28th inst. at about 9 a.m.

THE AMERICAN MAIL.
The str. *Manchuria* sailed from Yokohama on the 20th August via Manila for Hongkong. The mails have been transferred to the Nippon Yusen Kaisha's str. *Aki Maru*, due to arrive at Hongkong on the 29th inst.

The str. *China* will be despatched from this port at 12 o'clock noon, Tuesday, August 31st, for San Francisco via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

AUSTRALIAN MAIL.
The Australian Oriental Line str. *Chang-sha* left Zamboanga for Hongkong via Manila on the 24th inst., and may be expected to arrive on or about 31st inst.

THE CANADIAN MAIL.
The str. *Montcalm* arrived Yokohama on Wednesday, the 25th inst., at 7.30 a.m., and is due to arrive Kobe this morning.

MERCHANT STEAMERS.
The str. *Glendora* is expected to arrive here from London on or about 28th inst. The Oriental Africa Line str. *Salamis* sailed from Mauritius on the 14th inst., and is expected to arrive here on the 1st September.

INDO-CHINA LINE.
Laisang, from Calcutta, is due in Hongkong 27th August.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.
FROM HONGKONG: Connecting with
FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:
S.S. "MADAWASKA" ... From Hongkong: 18th August.
S.S. "SALAMIS" ... 18th September.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
Fitted With WIRELESS TELEGRAPHY.
For Rates of Freight and passage apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

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JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
* TJIKINI ...	JAPAN	19th Aug.	JAVA	1st Sept.
* TJIMANOFK ...	JAPAN	4th Sept.	JAVA	6th Sept.
* TJITAROEM ...	JAVA	5th Sept.	SHANGHAI	12th Sept.
* TJILIWONG ...	JAVA	7th Sept.	JAPAN	13th Sept.

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yokohama, 20th August, 1915
Telephone No. 1574.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS,
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATSE STREET
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED,
FOREIGN MONIES EXCHANGED.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application.
CHINESE OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 3rd July, 1914.

1695

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HIGH-CLASS WORK.

10A, DES VŒUX ROAD, HONGKONG

PASSENGERS.

ARRIVED.
Per *Laisang*, from Singapore, for Hongkong, Miss Taylor and Lieut. Tisdall.

Per *Chippising*, from Tientsin, for Hongkong, Mr. and Mrs. Deschamps and child.

Per *Novara*, from Shanghai, for Hongkong, Mr. C. S. Smith, Miss Gardner, Mr. S. Atong, Mr. D. Mackenzie and native servant.

DEPARTED.
Per *Suwa Maru*, from Hongkong for Europe, etc., Mr. H. L. Moss, Mr. Hirji, Mr. G. E. Clare, Mrs. Landsdale, Mr. J. S. Burns, Mr. A. Casati, Mr. H. Kuroda, Mr. H. Kikushima, Mr. J. Boyce Kup, Mr. F. W. Dees, Mrs. T. Miyajima, Miss Hughes-Clendon, Mr. and Mrs. Morris, two children and nurse, Mr. E. Green, Mr. K. Pestonji, Mrs. Foy, Mrs. Sutherland, Mrs. Chas. de Berigny, Mr. Th. de Berigny, Mr. Ishikawa, Mrs. Chu, Master Chu, Mr. Ishikawa, Mrs. Yezaki, Mr. E. H. Bawm, Mr. M. A. Check, Mr. Thos. W. Bawm, Mrs. Bredes, Miss C. E. Mark, Mr. Sven, Mr. E. Nagoya, Mrs. and Mrs. and two children, Miss Rawlinson, Mr. and Mrs. A. Thefall, Mrs. M. Ikeda, Mrs. S. Iwaya, Mr. H. Ohtechi, Mr. Moly, Mrs. Davies, Miss Davies, Messrs. S. Nagano, H. K. Balamani, Gurumanni, Rocheron, Morimall, B. Beech, T. Tonizaki, T. Sotoko, S. Sakai, T. Isobe, T. Aida, Mr. and Mrs. Chevalier and two children, Mr. and Mrs. Vignau, Mrs. Vignau, Mr. H. Balotek, Mr. Kihara, Mrs. N. Natzuda, Mrs. S. Takahama and infant, Mr. E. F. Walker, Mr. Kalome, Mr. and Mrs. Galloway and Mrs. K. K. Wood.

HONGKONG TIDE TABLE.
From 27th August to 2nd September.

Mr. J. S. Burns, Mr. A. Casati, Mr. H. Kuroda, Mr. H. Kukushima, Mr. J. Boyce Kup, Mr. F. W. Deen, Mrs. T. Miyajima, Miss Hughes-Clenden, and Mrs. Morris, two children and nurse, Mr. E. Graham, Mr. K. Pestonji, Mrs. Foy, Mr. Th. de Beringy, Mr. J. Lohikawa, Mrs. Chu, Master Chu, Mr. and Mrs. N. Yasaki, Mr. E. H. Reynell, Mr. M. A. Cheek, Mr. Thos. W. Bawmer, Mrs. Breeds, Miss C. H. Mark, Mr. Swen, Mr. E. Nagoya, Mrs. and Mrs. Moir and two children, Miss Rawlinson, Mr. and Mrs. A. Thellal, Mrs. Isoda, Mr. and Mrs. S. Iwaya, Mr. S. Ohtchi, Mr. Moku, Mrs. J. Miss Davies, Messrs. S. S. H. K. K. Balumuri, Gurmanna, Rochester, Morumall, B. Baech, T. Tomizaki, T. Sotooka, S. Sakai, T. Isobe, T. Aida, Mr. and Mrs. Chevalier and two children, Mr. and Mrs. Vignau, Miss Vignau, Mr. H. Baintack, Mr. Kihara, Mrs. N. Natruda, Mrs. S. Takahama and infant, Mr. E. F. Walker, Mr. Kalone, Mr. and Mrs. Galloway and		From 27th August to 2nd September.			
HIGH WATER			LOW WATER		
Days of Week	Days of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height
Fri.	27	h. m. 10 39	ft. in. 6 8	h. m. 3 54	ft. in. 2 3
Satur.	28	11 0	5 2	4 40	1 8
Sun.	29	11 16	5 6	5 15	1 3
Mon.	30	11 57	5 0	5 58	0 8
		11 59 5	4 7	5 51	0 5
		12 35	4 3	6 11	0 3
Tues.	31	0 2	6 8	6 11	7 32
Wed.	Sept 1	1 42	4 9	6 18	8 4
Thurs.	2	0 33	5 9	6 18	8 4
		1 48	3 8	6 6	6 4
		1 54	6 0	10 42	4 2
		No infer.	high	low	low

SHIPPING

ARRIVALS.

ALDENHAM, British str., 2,278, G. L. Smith, 20th August—Kobe 21st August, General—Gibb, Livingston & Co.

CHEUNG MARU, Jap. str., from Canton. Chipping, British str., 1,189, H. G. Walker, 20th August—Tientsin 18th August, General—Jardine, Matheson & Co.

HOPKINS, British str., 1,339, C. A. Robertson, 25th August—Pulo Laut 15th August, General—Jardine, Matheson & Co.

HAKATO MARU, Japanese str., 3,647, N. Kawashima, 26th August—Singapore 20th August, General—Nippon Yusen Kaisha.

HSINCHANG, Chinese str., from Canton. Iyo Maru, Japanese str., 3,691, K. Okamoto, 26th August—Singapore 20th August, General—Nippon Yusen Kaisha.

LUCHOW, British str., 1,221, D. R. Davies, 26th August—Shanghai 22nd August, General—Butterfield & Swire.

LAISANG, British str., 2,224, Mooney, 25th August—Singapore 20th August, General—Jardine, Matheson & Co.

Miyazaki Maru, Japanese str., 4,393, J. Toranaka, 26th August—Singapore 20th August, General—Nippon Yusen Kaisha.

NOVARA, British str., 4,250, Hetherington, 20th August—Shanghai 23rd August, General—P. & O. S. N. Co.

OTOWA MARU, Japanese str., from Canton. Taming, British str., 1,561, Pennefather, 25th August—Hilo 21st August, Japan Wood—Butterfield & Swire.

TAIHEI MARU, Japanese str., 2,101, T. Horinichi, 25th August—Singapore 18th August, General—Mitsui Bussan Kaisha.

WAISHING, British str., 1,170, M. Picknell, 25th August—Hoihow 24th August, General—Jardine, Matheson & Co.

YCHOHO MARU, Japanese str., 1,654, Chuyetzu, 25th August—Hongay 22nd August, Coal—Order.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE.

August 26th.

BLOEMFONTEIN, British str., for Taku.

CHINGCHOW, Brit. str., for Port Paracaval.

HONGKONG, French str., for Swatow.

KANDAHAR, British str., for Swatow.

DEPARTURES.

August 26th.

HSINCHANG, Chinese str., for Tientsin.

HUIPEI, British str., for Singapore.

IYO MARU, Japanese str., for Kobe.

KEIO MARU, Jap. str., for Haiphong.

LUCHOW, British str., for Canton.

SUNWA MARU, Jap. str., for Keelung.

WINGANG, British str., for Shanghai.

SINKING, British str., for Shanghai.

STANDARD, British str., for Saigon.

VESSELS ON THE BEHEM.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA." Captain H. R. Hetherington, R.N.R., carrying His Majesty's Mail, will be despatched from this port TO DAY, the 27th August, 1915, at 5 P.M., taking Passengers and Mails for the above Ports, in connection with the Co.'s s.s. "MOREA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "KAISAR-I-HIND," due in London on the 9th Oct., 1915. Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 16th August, 1915.

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK, via PANAMA CANAL, S.S. "SHIMOSA," on or about 31st August.

For Freight and further information, apply to W. CHADDOCK, General Traffic Agent, Hongkong, 7th August, 1915.

C. P. R.

THE Canadian Pacific Railway Co. will despatch the Steamship

"MONTEAGLE"

from HONGKONG on the following dates:

WEDNESDAY, 8th Sept.

SATURDAY, 6th Nov.

For VANCOUVER via the usual Ports of Call.

For Freight and further information, apply to W. CHADDOCK, General Traffic Agent, Hongkong, 10th August 1915.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	—	H. R. Hetherington, R.N.R.	P. & O. S. N. Co.	To-day, at 5 P.M.
LONDON	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	About 10th Sept.
MARSEILLES, LONDON & SINGAPORE, &c.	BLOEMFONTEIN	Brit. str.	—	T. Sato	THE BANK LINE, LIMITED	On 22nd Sept.
MARSEILLES VIA PORTS	ATSUBA MARU	Jap. str.	—	K. Hori	NIPPON YUSEN KAISHA	On 9th Sept., at Noon.
VICTORIA & TACOMA VIA KEELUNG & SHANGHAI	AMAZONS	Brit. str.	—	Noma	MESSAGIERIE MARITIME	On 4th Sept., at 5 P.M.
VICTORIA B.C. & SHANGHAI VIA KEELUNG & SHANGHAI	CHICAGO MARU	Jap. str.	—	A. J. Hall	OSAKA SHOSHUN KAISHA	On 3rd Sept., at 3 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	AKI MARU	Jap. str.	—	A. G. Stevens	NIPPON YUSEN KAISHA	On 7th Sept., at 4 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	MONTAGUE	Brit. str.	—	G. L. Smith	CANADIAN PACIFIC R. Co.	On 8th Sept.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	UHINA	Am. str.	—	F. C. Gambrell	PACIFIC MAIL S.S. CO.	On 31st inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANORUELA	Am. str.	—	E. Bent	PACIFIC MAIL S.S. CO.	On 7th Sept., at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	TENYO MARU	Jap. str.	—	H. G. N. Walker	TOYO KISEN KAISHA	On 14th Sept., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	NIPPON MARU	Jap. str.	—	Shane	TOYO KISEN KAISHA	On 28th Sept., at 10.30 A.M.
AUSTRALIAN PORTS VIA MANILA	ANYO MARU	Jap. str.	—	C. Williams	OTO KISEN KAISHA	On 10th Sept., at Noon.
AUSTRALIAN PORTS VIA MANILA	ALORHAMA	Brit. str.	1 m.	Okamoto	GIBBS, LIVINGSTON & CO.	To-morrow, at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGHAI	Jap. str.	—	Kawashima	BUTTERFIELD & SWIRE	On 4th Sept.
WHEAT, COBE & YOKOHAMA	TARGO MARU	Jap. str.	—	Toranaka	NIPPON YUSEN KAISHA	On 14th Sept., at 4 P.M.
WHEAT, COBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	J. T. Jeffery	NIPPON YUSEN KAISHA	On 12th Sept., at 10 A.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	D. R. Davies	NIPPON YUSEN KAISHA	On 29th inst., at D'light
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	1 m.	F. Mooney	JARDINE, MATHESON & CO., LD.	On 1st Sept., at Noon.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	S. Homewood	JARDINE, MATHESON & CO., LD.	On 3rd Sept., at 4 P.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	D. Ashbury	MESSAGIERIE MARITIME	On 31st inst., at 4 P.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	A. Kobayashi	P. & O. S. N. Co.	To-day.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	Murakami	P. & O. S. N. Co.	To-morrow, at 10 A.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	A. H. Stewart	BUTTERFIELD & SWIRE	On 29th inst., at D'light
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	2 h.	J. W. Evans	JARDINE, MATHESON & CO., LD.	On 31st inst., at D'light
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	2 h.	W. G. G. Leach	JARDINE, MATHESON & CO., LD.	On 3rd Sept., at Noon.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	S. Tokushige	DOUGLAS, LARSEN & CO.	To-day, at 3 P.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	1 m.	W. M. Mesny	DOUGLAS LARSEN & CO.	On 31st inst., at 3 P.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	H. Nomura	JARDINE, MATHESON & CO., LD.	On 31st inst., at 4 P.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	T. Yamaguchi	JARDINE, MATHESON & CO., LD.	On 4th Sept.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	Bradley	NIPPON YUSEN KAISHA	On 8th Sept.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	Munro	OSAKA SHOSHUN KAISHA	On 4th Sept., at 7 A.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Jap. str.	—	Takano	JARDINE, MATHESON & CO., LD.	To-day, at 3 P.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Jap. str.	—	...	DAVID SASSOON & CO., LD.	On 31st inst.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	...	NIPPON YUSEN KAISHA	On 3rd Sept.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	...	JARDINE, MATHESON & CO., LD.	On 4th Sept., at 3 P.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	...	THE BANK LINE LTD.	To-morrow.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	...	JATA-CHINA-JAPAN LINE	On 1st Sept.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	...	JARDINE, MATHESON & CO., LD.	To-morrow, at 6 A.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	—	...	OSAKA SHOSHUN KAISHA	On 1st Sept., at 10 A.M.
WHEAT, COBE & YOKOHAMA	CHONGSHING	Brit. str.	1 m.	...	BUTTERFIELD & SWIRE	On 1st Sept., at 9 A.M.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
HONGKONG, PENANG & CALCUTTA "KUTSANG" ... Friday, 27th Aug. 3 P.M.
HONGKONG AND HAIPHONG "LOKSANG" ... Saturday, 28th Aug. 6 A.M.
"LOONGHANG" ... Saturday, 28th Aug. 3 P.M.
"WEIHAUWEI, CHEFOO & TIENTSIN" "CHONGSHING" ... Sunday, 29th Aug. D'light
"SHANGHAI, KOBE & MOJI" "LAISANG" ... Tuesday, 31st Aug. D'light
"WEIHAUWEI & TIENTSIN" "CHONGSHING" ... Wednesday, 1st Sept. Noon
"SHANGHAI" "CHONGSHANG" ... Friday, 3rd Sept. Noon
"MANILA" "YUENSANG" ... Saturday, 4th Sept. 3 P.M.
SINGAPORE "SUISANG" ... Saturday, 4th Sept. 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze, Choo, Tsin, Dalny, W'wei, N'hwang, and other ports.

Taking Cargo on through Bills of Lading to Kuddat, Lahad Datu, Sumporna, Tawao, Urakau, Jesselton and Labuan.

Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 27th August, 1915.

General Managers [6]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215. AGENTS

Hongkong, 16th April, 1915. [25]



THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMeward.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub. Ex. 10. Hongkong, 23rd July, 1915. [24]

PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing TUESDAY, 31st Aug. at Noon.
MANCHURIA " " TUESDAY, 7th Sept. at 1 P.M.
MONGOLIA " " THURSDAY, 30th Sept. at 1 P.M.
PERSIA " " TUESDAY, 19th Oct. at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, fitted with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.
TEL. No. 141.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

F. Steamer Sails.

LONDON ... "BLOEMFONTEIN" ... On 22nd Sept.

Subject to change without notice.

For rates of ... and further information apply to

THE BANK LINE, LTD.,

GENERAL AGENTS.

Hongkong, 9th August, 1915. [363]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"DUNERA," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board on the 26th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents. Hongkong, 24th August, 1915. [29]

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA."

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board 25th Aug. at 5 P.M. will be subject to landing charges, and if undelivered 1st Sept. at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. To-morrow, at 3 P.M. On 31st inst., at 4 P.M. On 4th Sept.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 7th Sept., otherwise they will not be recognized.

R. C. MORTON, Agent. Hongkong, 24th August, 1915. [18]

S.S. "CORDILLERE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 31st August, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 3rd September, or they will not be recognized.

All damaged packages will be examined on Monday, 31st August, at 10 A.M. No Fire Insurance has been effected.

P. THOMAS, Agent. Hongkong, 24th August, 1915. [12]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MADAWASKA," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., from whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st Aug., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 1st Sept., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which late they cannot be recognized.

No Claims will be admitted after the Goods are left in the Godowns, and all Goods remaining undelivered after the 1st Sept. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hongkong, 24th August, 1915. [394]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"BLOEMFONTEIN," Captain W. H. Dorman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 1st Sept., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which late they cannot be recognized.

No Claims will be admitted after the Goods are left in the Godowns, and all Goods remaining undelivered after the 1st Sept. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 25th August, 1915. [399]

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

FOR

TAKING PASSENGERS ALSO FOR

TELEPHONE Nos. 292 and 1941.

